

NOTES ON WILD
LIFE IN HONGKONG
AND SOUTH CHINA.
By the Rev. O. A.
RUBENSON, M.A.
To be had at the
"China Mail" Office.
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Price \$1.00

The China Mail.

ESTABLISHED 1845

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No. 16,225.

號十月五年五十百九千壹

HONGKONG, MONDAY, MAY 10 1915.

卯乙亥歲年四國民華中

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THE "CHINA MAIL"

NOTICE

Communications relating to news should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with any communication addressed to the Editor, not necessarily for publication but as evidence of good faith.
All matter for publication should be written on one side of the paper only.
Letters relating to business should be addressed to THE MANAGER.
Rate of subscription to "China Mail" is \$36 per annum; per quarter and per month "pro rata".
The "China Mail" is delivered free to subscribers in Hongkong and Kowloon.
Postage is charged at the rate of fifty cents per month.
Orders for extra copies of the "China Mail" should be sent as soon as possible as the supply is limited. Cash 10 cts. Credit 50 cts. per copy.
Rate of subscription to the "Overland China Mail" is \$12 per annum; postage \$1 per annum extra. Single copies twenty cents each.
Alterations and additions to Advertisements on Pages 2, 3, 4, and 7 should be sent to the Office, No. 1, Wyndham Street, not later than 11.30 a.m.
Alterations and additions to Advertisements on pages 1, 4, 5 and 8 should be sent as not later than 1 p.m.
New Advertisements should be sent in before 2 p.m.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.
Telegraphic Address "Mail" Hongkong. Code: A.B.C. 5th Edition.
Telephone No. 22.
THE CHINA MAIL, LIMITED

Y.M.C.A. AT THE FRONT.

Mr. Oliver H. McCowan, from 75, Boulevard Des Capucines, Havre, France, wrote recently "We have 23 Institutions built or building in the North of France at various points and several other centres going in halls and houses. We shall soon have 100 men. I wish you could see the way our places are packed night after night. There is often a crowd of a couple of hundred men waiting for the doors to open and often there are 'queues' of fully fifty yards long waiting for ten. On a recent occasion when a division had landed we were working continuously for three days and nights and some days after received a very cordial letter from the General Commanding, saying that officers and men would long remember the way the Y.M.C.A. had cared for them. Another thing that struck me in the kindness of the men. They knew and we know that within 48 hours some of them will be in the trenches and perhaps in eternity. There can be no beating about the bush under such circumstances. They expect many straight talking to and they get it. The business side of the Y.M.C.A. office is becoming huge. At Havre we take for ten refreshments, etc. in pence—2180 a day, and have yet three huts to open. As many as four hundred cases of supplies are landed for us at a time and we have motor lorries and vans for collection and distribution to the various centres. At Bouen the problem is just as large. We are also getting half a dozen motor-tes which we use to take us to the front at advanced positions, so you see there is lots to think of. It was most amusing as our tents began to open to see the thousands of letters pouring into the General's Office. After causing the Y.M.C.A. to be the poor overworked General to call us as Generals and authorised us to censor the letters written in our places."

The Man Who Gets There

To the man who has blood—
real rich red blood and
plenty of it—in his body—
**WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUND**
makes blood—lots of it—life
giving, brain nourishing,
strength replenishing blood.

OF ALL CHEMISTS

Prices: \$1.25 and \$2.25

BUSINESS NOTICES.

STEAM OR MOTOR VESSELS

Forgings and Castings

at Lowest Rates.

PUMPS, INJECTORS, AND SUNDRIES

W. S. BAILEY & Co., Ltd.

ENGINEERS and SHIPBUILDERS.

NOTICE OF REMOVAL

WE HAVE TO-DAY REMOVED our
Office to the 2nd Floor of No. 14
Pedder Street, (Opposite Hongkong Hotel),
PATELL & COMPANY.
Hongkong, May 10, 1915.

THE HONGKONG ELECTRIC CO. LTD.

NOTICE IS HEREBY GIVEN that
the TWENTY-SIXTH ORDINARY
GENERAL MEETING of the SHARE-
HOLDERS will be held at the Company's
Office, St. George's Buildings on SATUR-
DAY the 22nd May, 1915 at 12 o'clock
Noon for the purpose of presenting the
Report of the Directors together with a
Statement of Accounts to 31st FEBRUARY,
1915, and electing Directors and Auditors.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 8th May
to the 22nd May both days inclusive.
By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.
Agents.
Hongkong, May 4, 1915.

NORTH BRITISH & MERCANTILE INSURANCE CO.

IN WHICH ARE LISTED THE NAMES OF
THE OCEAN MARINE INSURANCE
COMPANY, LTD.,
and
THE RAILWAY PASSENGERS
ASSURANCE CO.

TOTAL FUNDS AT 31st December, 1914, £23,822,183.

I—Authorized Capital £8,000,000
Subscribed Capital £4,500,000
Paid-up Capital £2,437,500
II—Fire Fund £3,899,114
III—Life & Annuity Fund £15,138,189
Sinking Fund Account £8,513

Revenue Fire Branch £2,567,158
Life and Annuity 1,973,269
Revenue Marine Department 262,592
Other Receipts 430,193
£5,233,912

The Accumulative Funds of the various
Branches are separately invested, and, by
Act of Parliament, are set aside to meet
the claims under the respective Depart-
ments of the Company's Business.
SHEWAN, TOMES & CO.
Agents.

PEAK TRAMWAYS COMPANY, LIMITED

TIME TABLE

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 8.10 p.m. Every 10 minutes.
NIGHT CASE.
8.50 p.m. and 9 p.m., 9.50 p.m. to 11.00
p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of
an hour.

SUNDAY.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.
NIGHT CASE as on Week Days.

SATURDAY.
Ratn Car at 12 midnight.
SPECIAL CARS by arrangement at the
Company's Office, ALEXANDRA BUILDING,
Des Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.

FRENCH LESSONS

G. MOUSSON.

15, Morrison Hill Road.

SIEN TING

Surgeon-Dentist

No. 14, D'ARQUILLA STREET.

TERMS VERY MODERATE

Consultation.

HOTELS

KINGSLERE HOTEL, HONGKONG.

UNRIVALLED position in the Hill
district, overlooking the Botanical
Gardens and facing the Harbour.
Numerous quiet Suites with luxuriously
fitted Bathrooms, Telephones and Electric
Fans.
Telephone in Bedrooms and Sitting-rooms
throughout.
Telephone No. 1123.
Cable Address: "Sachels".
A.B.C. Code 5th Ed.
Hongkong, September 1, 1905.

KING EDWARD HOTEL

Central Location.
ALL ELECTRIC TRAMWAYS Pass Entrance.
Electric Lifts, Fans and Lighting.
European Bath and Sanitary Fittings.
Hot and Cold Water System throughout.
Best of Food and Service.
Telephone 375.
Telegraphic Address:
"VICTORIA." FRANK L. COOKE,
Manager.

CHEN KWONG & Co., Ltd.

GENERAL IMPORT &
EXPORT.

CANTON

LARGE WHOLESALE & RETAIL STORE.

FURNITURE, Draperies, Groceries,
Shoe and Shoes.
Makers of Jewellery, Liqueurs,
Crockery Ware,
Iron-mongery, Wine and Spirits.

Foreign Cloths for gentlemen made to
order by our own tailors.
Large assortment of Chinese Silks and
Foreign Goods of every description.
All goods sold at reasonable prices.
The Cheapest and Best place in Canton &
Hongkong to buy Chinese and Foreign
Goods.

SUP PAT 800 STREET,
CANTON and
Nos. 237, 239, Des Voeux Road
and No. 120, Connaught Road Central.
Tel. No. 811. Hongkong.

PATELL & CO.

Exporters & Importers

General Merchants

and

Commission Agents.

HONGKONG, CANTON, SHANGHAI AND HANKOW.

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON STEEL METAL and HARD
WARE MERCHANTS. Wholesale
and Retail Ironmongers, Pig-Iron and
Foundry Cast Ironware. General Store-
keepers and Shipchandeliers. Nos. 50 and
57, Hing Loong Street, (2nd Street west of
Central Market) Telephone No. 515.
Hongkong (September 1, 1911).

THE ALEXANDRA CAFE Cannot be
beaten, if Equalled For Bread
Cakes, Confectionery, Meals, Fish Wines &
Liqueurs.

BUSINESS NOTICES.

THE TAIKOO DOCKYARD AND

ENGINEERING CO. OF

HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVAGE AND REPAIRERS, BOILERMAKERS, FORGE,
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.
Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway
Rolling Stock, Bridges, and all Classes of Engineering, Iron and Steel Work.

SHAVING DOCK 737' x 83' x 34'
Pumps empty Dock in 2 3/4 hours.

THREE PATENT SLIPWAYS (each rises up to 3,000 tons displacement,
providing conditions for painting ships with most efficient results)

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Shops rising up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:—

JOHN I. THORNTON & CO. LTD.
PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.
As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY
DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.
Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the
Town Office.

BUTTERFIELD & SWIRE

HONGKONG, CHINA AND JAPAN AGENTS.

Telegraphic Address: "TAIKOO DOCKYARD." Telephone No. 212.

The Best Meals in Hongkong

Either light or substantial

Available only at the

ALEXANDRA CAFE.

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Baguio, P.I.

5,000 Feet Above Sea Level—Mean Temperature, 65°
The Coming Health Resort of the Far East
Eight Hours From Manila, Baguio Auto
Bracing Climate in the Fine Country or Northern Luzon
The "BAGUIO" is an excellent for location, cuisine, beautiful atmosphere and
modern up-to-date features.

-P-6 Up, Daily. -P-35.00 Up, Weekly

Special Rates For Prolonged Stays

BENQUET COMMERCIAL CO., Proprietors.—Cable Address—"BECOME" 215

THE HONGKONG HOTEL

AND

GRILL ROOM

J. H. TARGART,
MANAGER.

PEAK HOTEL

ADMIRABLY SITUATED AT VICTORIA GAP

Adjoining the Tramway Terminus, 1,100 feet above Sea Level.

A FIRST-CLASS FAMILY RESIDENTIAL AND TOURISTS' HOTEL.

Telephone in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Rooms,
Roof Garden.

Terms.—From 25 per day. Max.

Telegraph Add: "Peakful."

P.O. PEUSTEF,
Manager.

GRAND HOTEL

A FIRST CLASS AND UP-TO-DATE HOTEL, most central location within
the vicinity of all the principal Banks.

Noted for the Best Food, Refreshments, Accommodation and Cleanliness. Cuisine
under European Supervision. A First Class string orchestra renders selections from
8.30 p.m. to 11.30 p.m.

Special monthly program for residents and for Shipping passengers only.
For further particulars apply to—
Telephone 197.
Telegraphic Address: "COMFORT."

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD.

Portland Cement

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

A PREVENTIVE OF MALARIA

MOSCATINE.

THE INFALLIBLE INSECT REPELLER.

Price 50 cts. \$1.00 and \$2.50 Per Bottle.

Prepared only by

THE VICTORIA DISPENSARY

32, Queen's Road Central.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

STRAND	CABLE LAID	4 STRAND
3" to 15"	5" to 16"	3" to 10"
CIRCUMFERENCE	CIRCUMFERENCE	CIRCUMFERENCE

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to

Shewan, Tomes & Co., General Managers.

Hongkong, April 11, 1915.

601

"MUMEYA"

"While-you-wait" Photography

JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH
APPARATUS AND MATERIALS WHICH CAN FINISH
IN AN HOUR.

PRICE 2.00 per 3 pcs. for Post Card.

No. 84 Queen's Road Central.

TELE. No. 251.

675

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two Slipways and can accommodate any craft
of 500 feet long.

Town Office, 48, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 452.
Shipyard, Sham-Sai-Po, Kowloon, HONGKONG. Telephone No. 83.
Estimates furnished on application.

WONG PING WA, Manager.

Hongkong, April 1, 1912.

Bournville

The "COCOA de Luxe"

HIGHEST GRADE

BRITISH MADE

"BOURNVILLE COCOA" represents the
highest grade of nutritive cocoa present on
the market; it fully maintains its high reputa-
tion for food value and delicacy of flavour, and
is second to none in any respect whatsoever."
Medical Magazine, March, 1912

The World's Purest.

FROM "THE FACTORY IN A GARDEN," BOURNVILLE, ENGLAND.

CADBURY'S

CHOCOLATES

In Tins and Fancy Boxes

Specialty Packed for Export

Hongkong, Dec. 17, 1907.

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G. FALCONER & CO., LTD.,

WATCHMAKERS & JEWELLERS.

DIAMOND BRACELETS, RINGS, BROOCHES,
SILVER CUPS, TEA SETS, CIGARETTE CASES.

AGENTS FOR

BENSON'S ENGLISH MADE WATCHES.

HOTEL MANSIONS, OPPOSITE GENERAL POST OFFICE.

WING KEE & CO.,

No. 47 and 49, CONNAUGHT ROAD CENTRAL
SHIP CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c. ON FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.
Hongkong, March 10, 1915. TELE. 141.THE KAILAN MINING
ADMINISTRATION.

KAIPING COAL

Now well-known throughout the East for
STEAM, RAISING, FORGING, STEEL MAKING, SHIPS' BUNKER, AND
HOUSEHOLD PURPOSES.

KAIPING COKE

Completes with the best quality English Coke for
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.

FIREBRICKS

FIRECLAY,
STOCKS ALWAYS ON HAND.

OFFICES: QUEEN'S BUILDINGS, HONGKONG

TEL. ADDRESS: -MAISHAN, HONGKONG,
TELEPHONE: No. 869.

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THE CHINA MAIL, LTD

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ALL SORTS OF ARTISTIC JOB-PRINTING

such as:

INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT

PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPER-

TUSES, WINE LISTS, ETC., ETC. ETC

Obtain quotations from

THE CHINA MAIL OFFICE.

Wyndham Street

European Supervision

Moderate Price

A Natural
RemedyTime was when disease was thought to be due
to the direct influence of evil spirits, and exorcism
and magic were invoked to cast it out.Science has taught us wisdom. The evil
spirits, exist still. We call them "Disease
Germs," and they also must be cast out. Once
lodged in the stomach or intestines, fever with
its hallucinations, or biliousness with its aches
and pains, is the result.ENO'S
FRUIT SALTis the approved remedy for driving out disease
germs. Its action is quick and thorough. It
clears the intestines, rouses the torpid liver to new
life, stimulates the mucous membrane to a healthy
action, and cleanses and invigorates the whole
digestive tract.It may be safely taken at any time by young
or old.It is very effective in the early stage of Diarrhoea
by removing the irritating cause.Be prepared for emergencies by always keeping
a bottle in the house.

Prepared only by

E. O. ENO, Ltd., "FRUIT SALT" WORKS, LONDON, ENGLAND.
SOLD BY CHEMISTS AND STORES EVERYWHERE.

INTIMATIONS

MITSU BISHIGOSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA
SIMA, OCHI, MURAKI, YO-
SHINOTANI, KISHIDAKE, HOJO,
KANADA, KIMAZUTA, SANO,
SHINNEW and KAMIYAMADA
Collieries.AGENTS for SAKITO, & OUBARI
COALS.

HEAD OFFICE: -TOKYO.

BRANCH OFFICES: -

Nagasaki, Moji, Karatsu,
Wakamatsu, Otsu, Muroran,
Hakodate, Kobe, Osaka, Kure,
Tokyo, Yokohama, Nagoya,
Tsuruga, Shanghai, Hongkong,
Hankow, PekingTel. Address for above: "IWASAKI"
Codes: -A1, ABC 5th Ed., Western Union.

AGENCIES:

CHINKIANG: Messrs Gearing &
Co.MANILA: Messrs Macondray &
Co.SINGAPORE: Messrs Borneo Co.
Ltd.GLASGOW: Messrs A. R. Brown,
McFarlane & Co., Ltd.

For particulars, apply to

K. KATO,
Manager.No. 2, FEDDER STREET,
HONGKONG. 818

UNIVERSITY OF HONGKONG.

MATRICULATION, SENIOR AND
JUNIOR LOCAL EXAMINATIONS.NOTICE IS HEREBY GIVEN that
the MATRICULATION, SENIOR
AND JUNIOR LOCAL EXAMINA-
TIONS will be held on the following
dates:

July 15th - 17th, 1915.

Arrangements will be made to hold the
Examinations at any town where a sufficient
number of candidates offer themselves.
Candidates must send in their names to the
Registrar, with the fee, not later than
June 1st, 1915.Examination Fee \$10.00 (Hongkong
Currency).Forms of Entry and all particulars may
be obtained on application to the
REGISTRAR, UNIVERSITY, HONG-
KONG.Two King Edward VII Scholarships of
£250 a year each, for 1915-1916, will be
awarded on the results of the MATRI-
CULATION Examination.These Scholarships are tenable by British
subjects only who must be under the age
of 24 on the 1st July. A Candidate who
wishes to compete must, on or before the
first day of the Examination, deliver to the
Registrar proof that he is a British subject.One Scholarship will be tenable in the
Faculty of Arts, the other in any Faculty.
Hongkong, May 5, 1915. 407

NOTICE.

We are prepared to deliver our
MILK & BUTTER
at any address in the City, East and
West Point, Quarry Bay, Kowloon
and Canton.

TWICE DAILY

Orders for Milk and all Dairy
Products can be registered at our
Town Depot or at our branches at
the Peak, Quarry Bay, Kowloon
and Shaukei.

THE DAIRY FARM CO., LTD.

JAPANESE MAKERS.

Every kind of Footwear

MADE
TO
ORDER

CHERRY & CO.,

PEDDER STREET,

Opposite Hongkong Hotel.

Telephone No. 61.

Hongkong, March 20, 1914.

If you happen to be less your meals will
be cooked by and brought to your
table. Only at the ALEXAN-
DRA CAFE."The
Man
with
the
Pipe"

E. RAY

THE OPEN GOLF
CHAMPION, writes:58, LOWER PARK ROAD,
QUEEN'S BUILDINGS, HONGKONG.

July 24th, 1912.

Messrs. F. & J. Smith,

Dear Sirs,

I ought to say that I have
been a regular smoker of your
Glasgow Mixture for the
last twelve years, and I might
also say that I cannot find
any tobacco to suit me like it. In my opinion if Golf Players would
smoke your famous Glasgow Mixture they would find it very soothing
to the nerves, as I am sure I do when having to play strenuous Golf
matches such as the Open Championship, etc. Yours truly, E. RAY.SMITH'S
GLASGOW
MIXTURE
SOLD EVERYWHERE

THE ENGINEER'S WAR.

[As a leading article the London
Daily Telegraph has the following
in their issue of April 7.]Lord Kitchener, it is announced this
morning, has appointed a Committee "to
take the necessary steps to provide such
additional labour as may be required to
secure that the supply of munitions of
war shall be sufficient to meet all re-
quirements." This action calls for only
one criticism: its necessity should have
been foreseen six or seven months ago.No one with any appreciation of the
extent of the preparations for war made
in advance by our enemies, of the char-
acter of their forces and their equipment
and resources, and of this subordination
of every interest—social, economic, and in-
dustrial—in these two countries, and in
Germany in particular, to the require-
ment of all industry on a war footing, can
have failed to realize that, sooner or
later, we should be confronted with a
labour problem. We had in large meas-
ure to anticipate it, in order to meet a
situation which our enemies had fore-
seen, and for which they had prepared
years in advance. The impression that
this war was to be won merely by en-
listing new armies and training them
was dangerous. None too soon the
awakening came. We have enormously
increased our output of munitions of
war, but the limit of our steel has not
been reached. Men must have, where
and what, to champion our cause in
the teeth of our foes; but men we
must also have in shipyards, factories,
and workshops, to provide the very
weapons of war. We may, however, be
thankful that further measures are being
devised to store up of the labour crisis
which has for some time been threaten-
ing us. The official invitation to send
communications intended for the Com-
mittee to Mr. George M. Booth is of
interest. It is suggestive of the new re-
gime which is being inaugurated. The
War Office admits its need of business
men—men trained to deal with commer-
cial and labour problems. The son of
the knight Sir Charles Booth, well
known both as a business man and as
a sociologist, the new organizer for pro-
ducing war munitions is one of the
youngest of our captains of finance and
industry, and he has shown that he pos-
sesses no mean ability.In spite of the drain of recruiting
there is no reason to believe that there
is any serious shortage of labour in this
country, great as is the pressure of work
for the Government. It is a fact that
many men who might be doing better
service in overalls have been put into
khaki; some of them have been released
with the full approval of the War Office,
and it may be that others will have to
be withdrawn. The difficulty in the in-
dustrial world can, we believe, be re-
latively surmounted. It is now a matter
of co-ordination than of scarcity. Some
trades have been depressed by the war,
and are slack; other trades are busier
than they have ever been before. All
the firms in any way connected with en-
gineering are working at full pressure,
and it is said that there is an apparent
shortage of 30,000 men. We say ap-
parent, shortage, advisedly. It may be
easily anticipated that such a Com-
mittee as Lord Kitchener has appointed
will discover that outside these allied
trades are many workers—more or less
skilled and also not fully recruited—who
are unaware that their services are re-
quired in other directions. Then, again,
there is a vast reservoir of female
labour. Many trades which in ordinary
times fall to men can, in an emergency,
be undertaken by women. It may, or
may not, be a desirable development; but
time does not permit of the matter being
considered in its technical or ethical
aspects. What is apparent is that an
emergency is upon us. We are engaged
in a struggle which, as the Chancellor
of the Exchequer told us the other day,
is "an engineer's war," and it neces-
sarily women must qualify to perform
the less skilled work, even in workshops.
For months to come the War Office—
and in some measure the Admiralty—will be crying to the nation, "Give the
armed forces the wherewithal to over-
come the enemy—food, guns, rifles,
ammunition, and everything that goes
to the prosecution of a victorious war."
There must be no doubt as to the re-
sponse. We are "up against a propo-
sition," as the Americans would say,
which will put to a supreme test not
only our fighting qualities, but our man-
ufacturing resources. Mr. George Booth
will receive the candid and unstinted co-
operation of all who are in a position to
help him and his colleagues in organiz-
ing and co-ordinating our labour re-
sources.

THE KIEL CANAL.

Russian Engineer Describes
Weak Points.

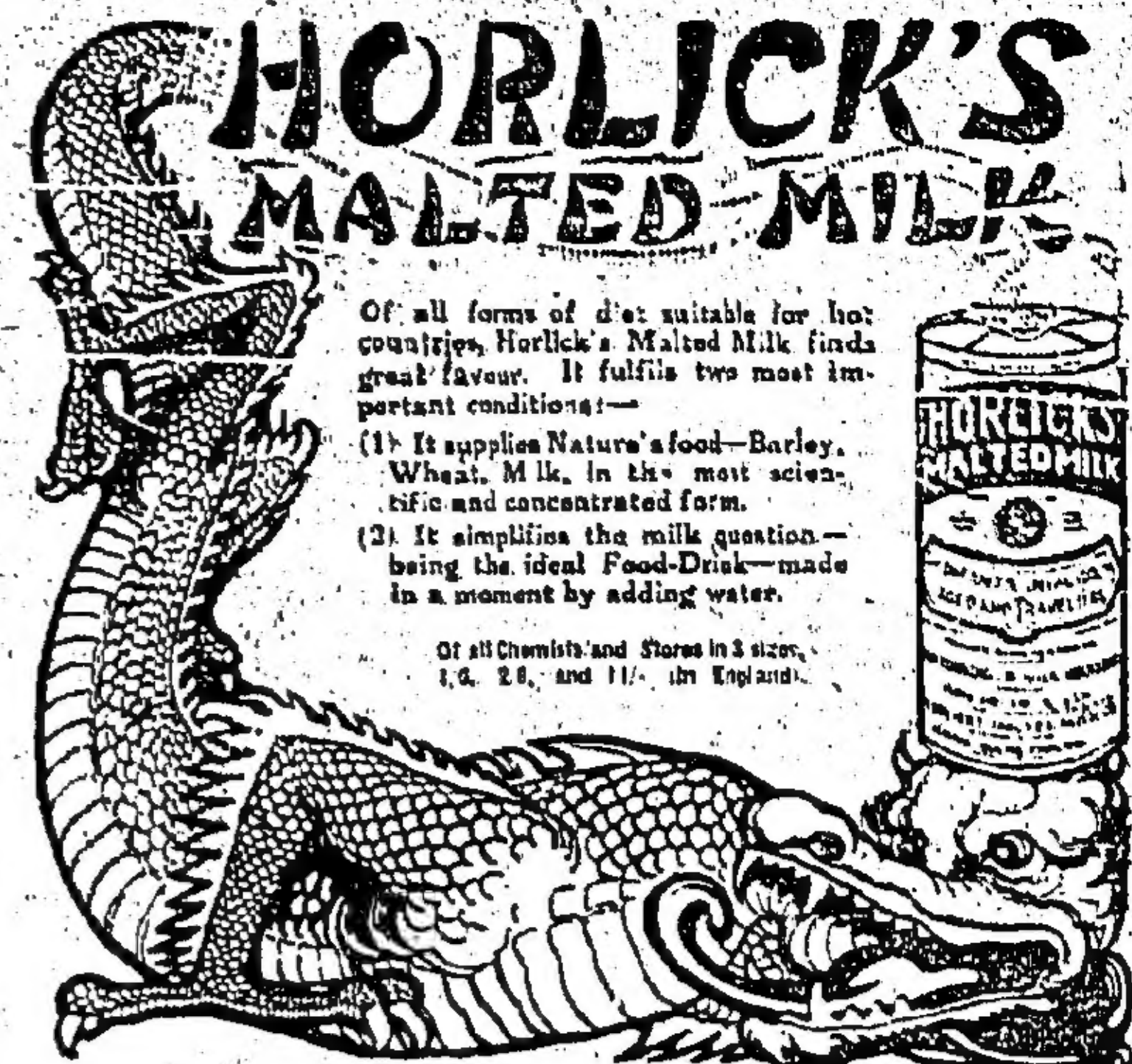
DANGER OF BRIDGES.

So much has been written, and spoken
about the importance of the Kiel Canal, so
pounded have the general public become
about the total impossibility of launching
an attack against it, that the recent
declarations by Professor L. P. Shishko,
one of Russia's greatest engineering
authorities, and a man who had the
opportunity of examining the construction
and defence of the canal at first hand
only last year, have created a sensation.
Thoroughly understanding the strategic
importance of the canal, he says, the Ger-
mans guarded it as a sacred mystery every-
thing pertaining to it. Since 1904 no
book or article dealing with the Kiel Canal
has appeared in the military literature.
But, thanks to a lucky chance, I had the
opportunity of examining thoroughly both
the canal and its outer buildings in 1914,
although under peculiar conditions, for I
was not permitted to have pen or pencil
with me, nor a camera. Only in the evening,
having returned to my hotel, was I able to
register my impressions and make some
drawings from memory.

FIRST COST OF £7,850,000.

The construction of the Kiel Canal was
really begun in the eighteenth century.
In 1785 the Elder Canal, which joined the
River Eider with the port of Kiel, was
finished. This canal was but 7.5 metres in
width, and but 3 metres deep, and was
intended for ships of commerce only. The
work on the present Kiel Canal was com-
menced in 1858, and finished in 1894. The
cost reached a total of 167 million marks,
and as a result there was a canal 22 metres
wide, and 21 metres deep. The canal starts
at the mouth of the River Eider, near the
city of Bramshill, and ends near the
town of Choltenau. At both ends there is
a double system of locks.In 1912 the German Government com-
menced the work of still further widening
the canal, and this work was not finished
at the time of my visit, that is, about six
months before the outbreak of the war. As
the canal was intended for the use of the
largest ships of the German navy, its
width was brought to 44 metres, and its
depth to 11 metres.The change in the canal's dimensions was
brought to such an extent that no time
was allowed for a corresponding change in
its defences, particularly so in the bridges,
and in consequence the latter, deprived of
their supports, began to show a very
noticeable settling down. The measures
taken by the engineers to counteract this
proved of no avail, as I saw in examining
the bridge near Loewensau, where the
hazy condition of the bridge menaced the
navy gaining in the canal.The possibility of this bridge giving way
suddenly is so evident that in my opinion
the Germans will not risk placing theirCOUGHING INTO
CONSUMPTION"Only a Cough," but you stop
while it's ONLY a cough.WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUNDThe finest preparation made
for combating severe coughs.
CURES any cough that is
only a cough. Very palatable.
OF ALL CHEMISTS.

PRICES: 1/6 and 2/6.

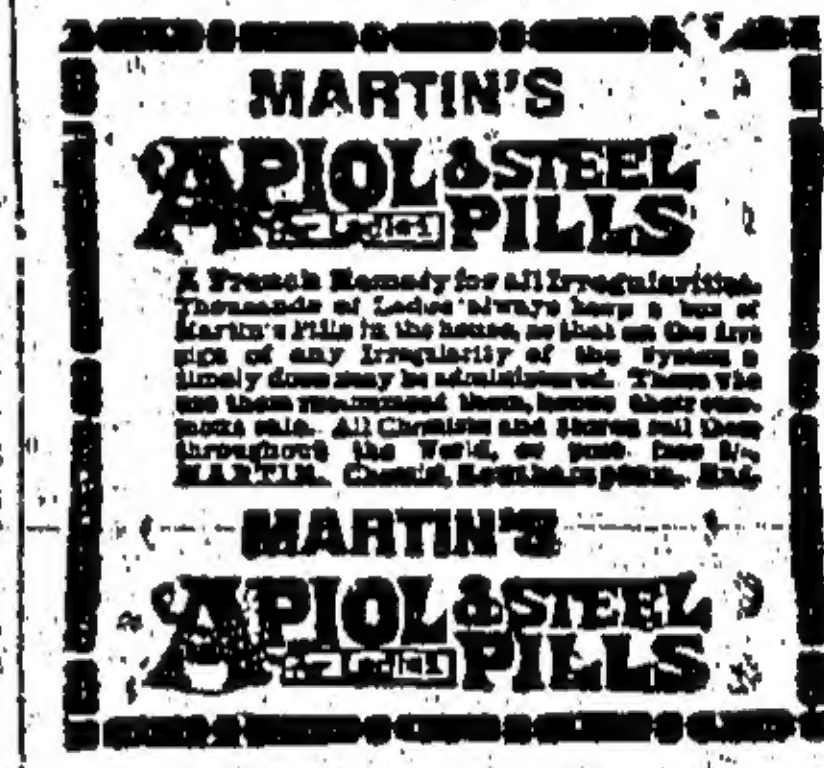
THE ONLY EXCLUSIVE
ENGLISH TAILORS
IN THE COLONY.

Bios.

No. 1, WYNDHAM ST.
(Flower Street).
ESTABLISHED 1900.

INTIMATIONS

WANTED.

PIANOFORTE WANTED for beginner.
Must be Cheap. State price, etc.,
to "MUSIC."
C/o "CHINA MAIL" Office.
Hongkong, May 7, 1915. 414

WHO'S WHO IN JAPAN

EDITED AND PUBLISHED BY S. KIMURA.

The first (1913) edition is already named.

BIOGRAPHIES of over 5,000 people
who are well known in society and of
several hundred foreigners associated with
Japan appear in the book. Quite new
materials and accurate sketches, both being
utterly free from prejudices.Many portraits are inserted. The book
contains over 1,400 pages.The price is 6/12 or 8/3 per copy.
Payment for the book should be accompanied
by remittance.Subscribers for the second annual edition
of "Who's Who in Japan" will be allowed
a reduction of one yen.The registered postage is 18 sen, to Korea
and China 40 sen and to Europe & America
70 sen or 35 cents.

It is a GOOD ADVERTISING MEDIUM.

Many influential papers of the world
noticed this work in the highest terms.

For example, "The Daily Mail" says—

Yet another "Who's Who" and this
time from Japan! The reader is apt to
first regard it as a curiosity, as a sign
that the East has now become Western
practically almost to the last detail. But
"Who's Who in Japan" is far more than
a curiosity; it is a very sound and useful
reference book. It is printed in English
and contains brief biographies, on the
accepted model of prominent men in Japan.
Mr. Kimura is a skillful editor and has done
his work well.

WHO'S WHO IN JAPAN PUBLISHING OFFICE,

No. 6, 1-chome, Uchisaiwaicho.

Kojimachi-ku, Tokyo.

866

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All Telegraphic Codes.

Telegraphic Address
MERION HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),

TUESDAY,

the 11th May, 1915, at 2.30 p.m., at
"The Quarters" Victoria
British School.

SUNDAY

HOUSEHOLD FURNITURE,
Glass & P. Ware, &c., &c.,
therein contained.
On view from Monday Noon, the
10th May.

Terms:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, May 7, 1915. 412

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

on

WEDNESDAY,

the 12th May, 1915, commencing
at 2.30 p.m., at their Sales Rooms, No. 8,
Des Vaux Road, Corner
of Ice House Street.

A QUANTITY OF
VALUABLE TEAKWOOD AND
BLACKWOOD FURNITURE, &c., &c.

As follows:—
Drawing Room Suite, Bedroom Furniture, Dining Room Furniture, Arm-chairs and Sofas, Carpets and Rugs, Brass and Brass-mounted Bedsteads, Toilet Tables, Wardrobes, Washstands, &c., Sideboards, Dinner Waggon, Extension Dining Tables and Chairs, etc., etc., Dinner and Dessert Services, Crockery, Glass and E.P. Ware, Cooking Stoves, Cutlery, &c., &c.,
Also
Blackwood Cabinets, 1 fine 4-fold Blackwood Screen (Porcelain Panels), and Blackwood Fire Screen, "Bande, Tenpops, Sottises, etc., One Piano, Marble Clock, American Safe, One Gent's Bicycle, &c., &c.,
(Full Particulars from Catalogue.)
Terms:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, May 4, 1915. 408

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction

on

FRIDAY,

the 14th May, 1915, commencing at
2.30 p.m., at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street.

A QUANTITY OF
VALUABLE TEAKWOOD AND
BLACKWOOD FURNITURE, &c., &c.,

As follows:—
TEAKWOOD.—Drawing Room Suite, Chesterfield Sofa and Chairs (new), Bedroom Suite, Dining Room Furniture, Arm-chairs and Sofas, Toilet Tables, Wardrobes, Washstands, &c., Sideboards, Dinner Waggon, Extension Dining Tables and Chairs, etc., etc.,
BLACKWOOD.—Cabinets, Chairs, Flower Stands, Brackets, Marble-top Tables, Card Tables, Stools, Photo Frames, etc., etc.,
Also
Brass and Brass-mounted Bedsteads, Dinner and Dessert Services, Cutlery, Cooking Stoves, Carpets and Rugs, Kitchen Utensils, Fenders and Fire Brackets, Glass and E.P. Ware, Electric Reading Lamps, etc., etc.,
Catalogue will be issued.
Terms:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, May 8, 1915. 417

DON'T Forget after the Show, Supper,
and Light Refreshments.
ALEXANDRA CAFE,
Open Till Midnight.

THE GERMAN PEOPLE DECEIVED REGARDING FOOD SUPPLY.

BERLIN LAWYER INTERVIEWED.

IN NORTHERN FRANCE.

At the hospital here, writes a correspondent of the "New York Herald," I had a talk with a wounded Berlin lawyer of some distinction. He had been promoted from his office to the ranks, went through the fighting lines and has received a single ticket to London, all in six short weeks.

He lost his left arm at Bethune, and when I saw him he held in his solitary hand a copy of the Daily Express and other less important London papers, so I said, "I see you read our journals."

"Oh, yes," he answered. "It is as I predicted. We shall have a bread famine in our country. It means great suffering."

"Have you not good bread in Germany?" I asked.

"No! it was bad enough when I was there, but now it is worse."

"But how did it happen that when you were so perfectly equipped in all the very stuff of his was neglected?"

Without answering me directly he asked, "Do you have white bread in England?"

"Did you say bread or people?" I ventured.

"Why, do you say that?" he asked.

"Because," I answered, "your Berlin papers say that we have black, red, yellow and even spotted soldiers in our ranks, but I can assure you we have white bread."

"We have—but little!" he went on.

"Before last harvest our government circulated a report that our harvest would be the greatest ever known, and, as a fact, it was the poorest."

SAYS NATION WAS DECEIVED.

"Knowing war was at hand, the government—I and all my family are socialists—without consultation or sanction secretly sent emissaries through the Americas to purchase all available cereals. This was during June and July last, and even after an endless line of lighters filled with grain began churning the Rhine-ford canals of Germany from all the western ports the farmers, believing there was a surplus, forced their stock by overfeeding and grain was lavishly used in many ways."

The government was morally afraid to undecieve the people before the war repositories were filled, and so the farmers went on feeding. Before even a quarter of the grain had been delivered from abroad war was precipitated—two months too soon.

The Emperor could not, as a sane man, allow to pass an opportunity he had been praying for, because our socialist party was daily growing stronger and pressing hard to reduce taxation, which would have meant a reduction in the army, and that would have provoked a civil war. So the cyclone of war was sudden, and it is being ridden to end."

"But how can bread?" I inquired.

"Be more a question of the day than ammunition?"

"Because," he said, "not one-fourth of the cereals bought was ever delivered, and after the war began England's fleet saw that it should not arrive. When the harvest he was laid bare we began to retrench, but it was too late. Now, naturally, the German army's upkeep is considered before the people's, and even the most refined families are forced to eat a class of bread at which the stomach not only rebels but after a while rejects."

"Since being in the hospital here I have read the English papers, and I find that this blockade comes as a despairing protest against the outrage England is committing. Wait another month or two and there will come a cry from every mouth: from the finest mansion in Berlin to the lowest tenement in the Essen coalfields—a cry for bread."

1915 HARVEST TO BE LIGHT.

"If we could but expect a coming harvest it would help a little, but we men can raise beet, not cereals, and from the prisoners we have at work there can be but a half-hearted result. In the mean time the supply is dwindling, and for an army like ours bread is as necessary as powder."

"But you have a few million horses yet to eat," I said.

"You cannot eat the cake and have it," he replied. "We need all the horses for the war."

"You mentioned powder—a moment ago," I said. "Will you have a powder famine, too? Do you and other great experts say that if the war continues to expend powder at the present rate the powder famine will come first?"

"We do not need meat, iron, iron or even copper, and we will not be stopped for either; powder is another question. If England's fleet and her domination over the smaller countries starves us out of everything we cannot fight on."

"I am surprised that you should acknowledge such a possibility," I observed.

"Don't be," said. "My father spent his life, as I have mine, battling for socialism against this militarism, which may reduce our country to begin again on the foundation we have been fighting for."

"It was not until I saw Germany from the outside that I realized the united and almost invincible strength against her, and although it was against my principles I fought for the Fatherland—and now?"

Then he silently walked away.

BY TELEGRAPH. THE WAR.

THE LUSITANIA DISASTER.

TOTAL DEAD AND MISSING 1457.

PROMINENT PERSONS DROWNED.

(CONTINUED FROM PAGE 5.)

(Reuter's Service to the China Mail.)

LUSITANIA NOT ARMED.

London, May 8, 3.5 p.m.

The Admiralty announce that the newspaper report that the Lusitania was armed is wholly false.

A further forty-five survivors have arrived at Queenstown, making the dead and missing total 1457.

FEARS REGARDING WELL-KNOWN AMERICANS.

3.30 p.m.

The gravest fears are held regarding the fate of the distinguished Americans Messrs Vanderbilt and Pearson, millionaires, Messrs. Forman and Hubbard, authors, Mr. Charles Frohman, the well-known theatrical manager, and Mr. Stone, publisher.

LESS THAN 600 SAVED.

London, May 9, 10 a.m.

Though the precise figures hitherto were unavailable, it is now certain that less than six hundred have been saved from the Lusitania. It is reported that the millionaire A. Vanderbilt has been drowned. Other prominent persons aboard included Charles Frohman, the impresario; Foster Mackhouse, the explorer; Herbert Stone, son of the manager of the Associated Press; D. A. Thomas, a Welsh owner. The survivors state that many passengers were killed and injured by the torpedoes.

658 SAVED OUT OF 2,160.

The Press Bureau announces that altogether there are 658 survivors of which forty-five bodies have landed out of a total of 2,160.

It is unofficially reported that twenty-two died at Queenstown after having been landed.

Most of the officers perished except Captain Turner.

THE PASSENGERS.

London, May 7, 8.30 p.m.

The Cunard Company have great hopes that many lives will be saved. The Lusitania's passengers comprised 290 first class, 632 second class and 361 third class. The crew numbered 665.

ASSISTANCE SENT.

The Admiral at Queenstown immediately sent assistance to the Lusitania, despatching four vessels, five trawlers, a tug, and a lifeboat.

It is known that the liner had her lifeboats hanging over the side.

SINKS IN TWENTY-ONE MINUTES.

London, May 7, 9.20 p.m.

The Lusitania was seen to be in difficulties at 2.12 p.m., and she disappeared at 2.33. Twenty of her boats were seen on the spot, also sixteen other boats.

The liner sent a wireless message, "Come immediately, big list."

London, May 7, 11.15 a.m.

The Lusitania has been sunk without warning. A number of her boats are now making for the coast.

London, May 8, 2.30 a.m.

The Admiralty have received advice from Queenstown that between five and six hundred of the survivors of the Lusitania have been landed, many of whom have been sent to the hospitals. Several have died.

A number of the passengers have been landed at Kinsale.

The Admiralty announce that only 11 survivors of the Lusitania were landed at Kinsale.

SUBMARINE HALF A MILE DISTANT.

Some of the passengers, who were on deck, saw the submarine some half a mile away fire two torpedoes.

PATHEPIC SCENES.

Pathetic scenes took place at the Cunard offices when the relatives and friends realised that 1,502 persons were dead or missing.

THE FEELING IN FRANCE.

France is overcome with anger at such a colossal murder, and neutral countries are horrified at the outrage and say that it will cost Germany dear.

A telegram from Washington states that opinion in official circles today is that the position is extremely grave.

STORY OF THE DISASTER.

Mr. Cowper, a Toronto journalist, interviewed at Queenstown, said that a sharp lookout was being kept as the vessel was approaching Ireland. He was chatting with a friend about 2 o'clock when they just caught a glimpse of the conning tower of a submarine 1,000 yards distant. He remarked the circumstance to a friend when he saw the track of a torpedo.

The Lusitania was struck forward. There was a loud explosion and portions of the splintered hull flew into the air. Shortly afterwards another torpedo struck the Lusitania, which began to list to starboard. The crew immediately proceeded to get the passengers into boats. Everything was orderly. A six-year-old girl appealed to Mr. Cowper to save her. He put her into a boat. He fears that her parents were lost.

Mr. Cowper got into the last boat for home. Boats could not be launched owing to the list and had to be cut away as the vessel was sinking. There were many women in the second class and about 40 children under a year old.

LITTLE HOPE OF FURTHER SURVIVORS.

The Admiralty state that the number of survivors already given is approximately correct, and that there is little hope of there being further survivors.

U.S. GOVERNMENT ASKS GERMANY FOR INFORMATION.

London, May 6.

The Government, says Reuter's Washington correspondent, is requesting the Ambassador at Berlin to ask Germany for a report on the facts of the sinking of the "Lusitania."

Despite the President's appeal for calmness, officials are privately of opinion that the situation is very grave.

BY TELEGRAPH.

THE LOSS OF THE LUSITANIA.

"EVERLASTING INFAMY."

London, May 9.

Telegrams from all parts of the world brand the sinking of the "Lusitania" as an everlasting infamy.

The American Press is particularly scathing in its comments. It says Germany ought not to be left for another moment in doubt as to how civilisation regards wholesale murder.

The Italian newspapers characterise the sinking of the ship as the most atrocious episode of the war.

An Ottawa telegram says that Mr. Foster, the acting Premier, has declared that the sinking of the vessel stamps Germany as an outlaw among nations.

ON THE WESTERN FRONT.

VIOLENT GERMAN ATTACK NEAR YPRES.

London, May 9.

Field-Marshal Sir John French communicates that fighting has continued in south-west Ypres without any material change being effected.

We recovered a trench lost the day before.

The enemy have started a violent attack between Ypres and West Capelle and Ypres and Menin, which was preceded by a heavy bombardment. Fighting continues, and counterattacks are proceeding.

BRITISH COASTER SUNK.

London, May 9.

The German submarine U-39 sank the Truro, a small vessel belonging to the Wilson Line, off the Scottish coast. The crew were saved.

A GERMAN REPORT.

London, May 9.

A Berlin communique claims that the Germans have occupied Liban.

ON THE WEST FRONT.

GERMAN ATTACKS REPULSED.

London, May 8, 1.35 a.m.

An evening communique reports that two minor German attacks on Thursday night in West Peronne and Beauséjour, Champagne, were repulsed with a fusillade and the bayonet.

Bad weather prevented any action this morning. There was merely an artillery duel in the afternoon, that was particularly violent along the heights of the Meuse.

ITALY ABOUT TO ENTER THE WAR.

London, May 7, 5.00 p.m.

Reuter's correspondent reports that there are numerous indications of most important events impending. A large number of passenger trains on the main lines have been suspended, and the exodus of Germans acting upon official instructions continues. The German school has been closed suddenly.

It is officially announced in Vienna that Count Goluchowsky has abandoned his projected visit to Italy. The language of the German Press is most pessimistic. The *Kreuz Zeitung* says:—"We know how big a flood of Germanophobia has risen in Italy. The Italian Socialists inform us that they are powerless to do anything against the demand for war. The Government, apparently, does not feel able to master the popular current, and the moment has nearly arrived when the movement will overflow."

INCREASED ARRIVALS AND SAILINGS IN BRITISH PORTS.

London, May 9.

The Admiralty announce that German submarines sank during the week ending May 5th five British merchantmen having a total tonnage of 11,000 tons, and sixteen fishing vessels aggregating 8,000 tons. The arrivals and sailings from British ports totalled 1,504.

BRITISH REPULSE VIOLENT ATTACKS.

Germany's Heavy Losses.

London, May 8.

A Paris communique says:—"The Germans violently attacked the British near St. Julien. They were repulsed, suffering heavy losses. The British retook more trenches on Hill 60."

ARTILLERY DUELS.

London, May 9.

The Paris evening communique reports artillery duels on the whole front. A French battalion rushed a strong German work west of Lens. Three German attacks at Bois-le-Potre were abruptly stopped. The French have progressed nearly a kilometre on the right bank of the Foch, in the direction of Metzela.

A REMARKABLE DUTCH DECLARATION.

London, May 8.

Reuter's Amsterdam correspondent states that the well-known journal *Algemeen Handelsblad*, in a remarkable leading article, emphasises the dangers to the Netherlands from a victorious Germany. It says that it would mean that Dutch independence had ended.

"We must incessantly remind the Dutch people," says the journal, "that Germany desires a place in the North Sea." The paper bitterly complains of the neutrality of Holland, and declares it is an aim in itself regardless of independence. The victory of the Allies alone is the best guarantee for Dutch independence.

The *Algemeen* demands a strong Holland armed to the teeth and ready to suffer the worst for her honour and dignity.

BRITISH DESTROYER STRIKES A MINE.

London, May 9.

The Admiralty announce that the destroyer *Maori*, while operating off the Belgian coast, yesterday, struck a mine. The crew took to the boats when the ship was sinking. The destroyer *Cruiser* lowered her boats to assist in picking up the crew, but the enemy opened fire from the shore batteries, and the *Cruiser*, after ninety minutes, was forced to leave the boats and retire.

It is reported from German sources that the crew of the *Maori*, and the boats crews of the *Cruiser*, a total of seven officers and 88 men, were made prisoners and taken to Zeebrugge.

MR. LLOYD GEORGE ON THE DURATION OF THE WAR.

London, May 9.

Mr. Lloyd George, the Chancellor of the Exchequer, speaking at the annual dinner of the Newspaper Press Fund, mentioned that a son of Mr. Asquith had been severely wounded at the Dardanelles. He also said that he was often asked how long the war was going to last. He could only reply in the words of Abraham Lincoln:—"The object is attained." Mr. Lloyd George said he hoped, under God, that it would not end before then. The supreme object of the war was the freedom of Europe and the overthrow of the Prussian military ambition to dominate the world. It will cost Europe a ghastly price, he added, "of which we must be prepared to pay our share or fall for ever into a degrading vassalage. Hundreds of thousands of our soldiers are doing their duty, and their are two millions more who are equally as gallant."

LIQUOR DUTIES IN ENGLAND.

London, May 8.

Mr. Lloyd George announces the withdrawal of beer and wine duties, and the prohibition of the sale of spirits under three years of age.

TO LET

TO LET.

KOWLOON.—To let two well-furnished rooms in good locality with cook house, etc. Immediate possession. Rental \$33 per month.

Apply to—
"K. M."
c/o "China Mail" Office.
Hongkong, May 7, 1915. 418

TO LET.

ON the 1st of May, No. 37, CONDUIT ROAD, Very large Dining and Drawing Rooms. Three excellent Bed Rooms and Bath Rooms; well furnished throughout.

Apply to—
Messrs. PERCY SMITH, SETH & FLEMING.
Hongkong, May 6, 1915. 410

TO LET.

HOUSES in CLIFTON, GARDENS—Conduit Road.
GODOWN'S New Praya, Kennedy Town.
GODOWN'S at Wanchi.
58, The Peak—THE RETREAT.
21, WONGNEICHONG ROAD.

Apply to—
SOSKONG LAM AND INVESTMENT AND AGENCY Co., Ltd.
Hongkong, April 1, 1915. 940

TO LET.

A HOUSE in TONGS BUILDINGS, Kimberley Road, Kowloon.

Apply to—
SPANISH DOMINICAN PROCUATION.
Hongkong, April 14, 1915. 337

QUEEN'S BUILDING.

TO let the South West portion of the First Floor, including Treasury on Ground Floor, lately in occupation of the SHAM HING BANK.

GODOWN, No. 9 Ice House Street.
OFFICES facing the Harbour between the Honokoro (Luna and Post Office).

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, Feb. 11, 1915.

TO LET.

A HOUSE in Kowloon Terrace.

THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.
Hongkong, Dec. 3, 1914. 128

TO LET.

TWO LARGE FURNISHED or UNFURNISHED ROOMS with verandah and view of Harbour. Gas-stove and Electric Fittings. Immediate possession.

Apply to—
No. 7 UPPER MOSQUE TERRACE.
Hongkong, April 28, 1915. 392

TO LET.

NO. 9, QUE

SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the
DATES named — STEAMERS To SAIL REMARKS

LONDON via Suez, PANAMA, COLON, SAN PEDRO DE MACORIS, and MANUELITA. About 12th May. Freight and Passage.

SHANGHAI, KOBE, YOKOHAMA, MANILA, CEBU, and ILOILO. About 15th May. Freight and Passage.

LONDON via Suez, PANAMA, COLON, SAN PEDRO DE MACORIS, and MANUELITA. About 20th May. Freight and Passage.

Subject to immediate alteration without notice. All the above steamers are fitted with Wireless Telegraphy.

T. & O. S. N. Co.'s Office. E. A. HEWITT, Superintendent.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS, FROM HONGKONG.
(SUBJECT TO ALTERATION.)

THE AMERICAN LINE TO TACOMA
AND SEATTLE

In connection with THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY

For VICTORIA B.C. and TACOMA via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and YOKOHAMA.

S.S. 'SEATTLE MARU' Capt. T. Saito. Friday, 14th May, at 3 p.m.
S.S. 'MEXICO MARU' Capt. N. Kobayashi. Monday, 31st May, at 3 p.m.

These New-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted for carrying Silk, Treasure and Parcel.

For BOMBAY via SINGAPORE and COLOMBO.

S.S. 'INABO MARU' Capt. T. Saito. Monday, 10th May, at 7 a.m.

For TAMSUI and KEELUNG via SWATOW and AMOY.

S.S. 'KAIYO MARU' Capt. Y. Yamamoto. Monday, 10th May, at Noon.

S.S. 'DAWIN MARU' Capt. K. Murakami. Thursday, 13th May, at 10 a.m.

For ANPING and TAKOW via SWATOW and AMOY.

S.S. 'SOSEI MARU' Capt. A. Kobayashi. Thursday, 13th May, at 10 a.m.

FOR HAIPHONG (DIRECT).

Steamer Captain Leave

'DAIGO MARU' S. Tokunaga. Wednesday, 12th May, at 10 a.m.

'KEIJO MARU' Imamura. Thursday, 13th May, at 10 a.m.

These Steamers of Ocean and Port Lines have excellent accommodation for first class passengers and are fitted with Electric Light and Fan. These Steamers will arrive at and depart from the South China Sea at the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO — Y. ASAI, Manager,

Second Floor No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN
MAIL SERVICE

TO AUSTRALIA, via MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	1st May	28th May, at 10 a.m.
ALDENHAM	14th May	22nd June, at 10 a.m.
ST. ALBANS	24th June	17th July, at 10 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of ice, Fresh Provisions, etc., and are lighted throughout with Electricity.

State-rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried.

For further particulars, apply to GIBB, LIVINGSTON & CO., Agents.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CAIRO, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO. LTD.

AND AFRICAN LINE.

Proposed Sailings from Hongkong.

Steamer from Hongkong	On or about	Connecting at Calcutta with	on or about
FOOK SANG	19th May	A Natal Line Steamer	Beginning of June
SANGOLA	14th May		
KUMSANG	20th May		

For Freight and further particulars apply to DODWELL & CO., LTD., Agents.

HONGKONG—NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ CANAL.

(With liberty to call at the Malabar Coast).

FOR NEW YORK via PANAMA CANAL.

S.S. MIDDLEHAM CASTLE. About end of May.

FOR NEW YORK via SUEZ CANAL.

S.S. SAINT RONALD. About early in July.

For Freight & further particulars, apply to DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA

(NANYO SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sails on or about

S.S. RIJUN MARU. For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan. 13th May.

S.S. BORNIO MARU. For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan. 16th May.

S.S. HORUTO MARU. For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan. 9th June.

S.S. BANRI MARU. For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan. 12th June.

S.S. RIJUN MARU. For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan. 15th June.

For Freight or Passage apply to DODWELL & CO., LTD., Agents.

SHIPPING

PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons

KOREA 18000 tons SIBERIA 18000 tons

CHINA 10200 tons NILE 11000 tons

PERSIA 8000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

STEAMERS	Sailing	18th May, Noon	28th May, 1 p.m.	1st June, 1 p.m.	15th June, Noon
S.S. PERSIA	Tuesday				
S.S. KOREA	Wednesday				
S.S. SIBERIA	Thursday				
S.S. CHINA	Friday				

These steamers are famous for their modern equipment, comfort, and the superiority of their cuisine, which is under the personal supervision of Mr. V. M. Mott, the well-known chef. Large saloons equipped with electric fans and running water. Horizontally equipped with electric reading lamps. Numerous amusements—water polo, tennis, billiards, etc. No smoking or drinking allowed. No dogs or cats permitted on board.

The Safety and Comfort of Passage in Our First Class Cabin.

For further information, rates, literature, etc., apply to R. C. MORTON, Agent.

King's Building (opposite Blake Pier), Telephone No. 141

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—subject to change without notice.

Steamer Displacement Tons & Speed. Leave Hongkong.

SHINYO MARU 22,000 tons Tues. 11th May at Noon.

CHIYO MARU 22,000 tons Tues. 8th June at Noon.

TENYO MARU 22,000 tons Tues. 29th June at Noon.

NIPPON MARU 11,000 tons Tues. 13th July at 10.30 a.m.

* Via MANILA, Omitting Shanghai.

First Class to London £71-10. Return (6 months) £120.

" " New York £50. " " " " £24-10.

" " San Francisco £45. " " " " £28.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Los Angeles, Salina Cruz, Panama, Callao, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires, etc.

Steamer Displacement Tons & Speed. Sailing.

SEIYO MARU 14,000 tons Wednesday, 12th May.

For full particulars as to Passage and Freight apply to K. DOI Acting Agent.

Telephone 291. KING'S BUILDING (Opposite Blake Pier).

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION STEAMERS Displacement Sailing Date

MARSEILLES & LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND FORT SAID

MITSUKAWA MARU. THURSDAY, 15th May, at Noon.

KITANO MARU. THURSDAY, 20th May, at Noon.

YAWA MARU. THURSDAY, 18th May, at 4 p.m.

SHIDZUKA MARU. THURSDAY, 27th May, at Noon.

HITACHI MARU. THURSDAY, 18th May, at 11 a.m.

TANGO MARU. TUESDAY, 15th June, at 4 p.m.

KANAGAWA MARU. THURSDAY, 27th May, at Noon.

COLOMBO MARU. SATURDAY, 16th May, at Noon.

PENANG & RANGOON. SATURDAY, 15th May, at 10 a.m.

TANGO MARU. THURSDAY, 11th May, at 4 p.m.

HIRANO MARU. TUESDAY, 18th May, at 4 p.m.

TOSA MARU. FRIDAY, 14th May, at Noon.

RANGOON MARU. THURSDAY, 12th May, at Noon.

SHANGHAI, KOBE & YOKOHAMA. THURSDAY, 12th May, at Noon.

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SHANGHAI, KOBE & YOKOHAMA. THURSDAY, 12th May, at Noon.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR HOIHOW, PAKHOI & HAIPHONG. May 11, at 11 a.m.

MANILA, CEBU & ILOILO. May 11, at 4 p.m.

SHANGHAI. May 11, at 4 p.m.

HAIPHONG. May 13, at 11 a.m.

SHANGHAI. May 13, at 4 p.m.

SHANGHAI. May 15, at 4 p.m.

MANILA, CEBU & ILOILO. May 15, at 4 p.m.

SHANGHAI. May 15, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER. Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANUL'.

Excellent saloon accommodation. Electric Fans fitted. Extra state-rooms on deck, etc.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For HOIHOW, PAKHOI & HAIPHONG. WEDNESDAY, May 12, Daylight.

LOOSANG. WEDNESDAY, May 12, at 8 a.m.

SINGAPORE, PENANG & FOOHSANG. WEDNESDAY, May 12, at 3 p.m.

HAIPHONG. SATURDAY, May 15, Daylight.

LOOSANG. SATURDAY, May 15, at Noon.

SINGAPORE, PENANG & FOOHSANG. SATURDAY, May 15, at 3 p.m.

LOOSANG. SATURDAY, May 15, at 3 p.m.

RETURN TOURS TO JAPAN.

THE steamers 'Kumang' and 'Fookang' leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the 'Yaching', 'Kumang', and 'Fookang' leaving Hongkong at regular intervals for Yokohama, Kobe & Moji, and returning direct to Hongkong. Time occupied 18 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.

Taking Cargo on Through Bills of Lading to Kuantan, Labad Dato, Singapore, Tawau, Uluatan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWARD.

For LONDON. Steamer. Date of Departure.

'MONMOUTHSHIRE'. 5th June.

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND.

For freight and further particulars, apply to JARDINE, MATHESON & Co., Ltd., AGENTS.

Telephone No. 215 and Ex. No. 2.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI

(AND JAPAN PORTS).

EASTWARD.

WESTWARD.

S.S. SANGOLA, 5,182 tons, Capt. ...

SINGAPORE, PENANG & CALCUTTA on 14th May.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to DAVID SASSOON & CO., LTD., AGENTS.

Telephone No. 215.

SHIPPING



STEAM FOR STRAITS, CEYLON, AUSTRALIA, COLOMBO, EGYPT, MEDITER, RANEA PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATA, VIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

The Steamship NUBIA, Captain G. F. Lynton, carrying His Majesty

